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have seen 25X1

Noted
JCS

9 February 1965

MEMORANDUM FOR THE RECORD

SUBJECT: Executive Committee Meeting - 9 February 1965

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1. In the Executive Committee meeting this morning [] (who is acting for DD/S&T--Bud Wheelon is still at []), told the Director that [] have indicated a possible unwillingness to stage any further Tackle flights in the future until the ground rules ~~and~~ **on** System XIII are changed. At present the Tackle pilots can turn on System XIII only after System XII has ~~light~~ **up**. What they want to do is keep System XIII on all the time and this would require a change of the ground rules on the part of USIB.

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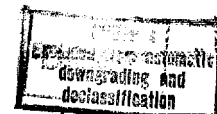
2. This prompted the Director to say that he wants to crank up Tackle flights over South China. He wants to convene the 303 Committee for this purpose and wants to send DDCI over to clear this program with the Joint Chiefs of Staff. He also wants to get the JCS to remove the restrictions on ECM equipment on U-2's employed over Cuba and he wants to get the 303 Group to lift the restrictions on USAF U-2's going north of the Vietnamese border.

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3. With reference to ~~respective~~ **PROSPECTIVE** Tackle flights Mr. McCone most specifically charged [] as follows: "Now I want you to lay out the flight plan. Be sure to have NPIC scan it in advance. Lets not go on the basis of some memorandum of last October."

4. On the basis of paragraph 3 above, I have some doubts as to whether the Inspection Staff can take a completely passive role. What I mean is that if OSA does indeed give up a precise flight track to NPIC sufficiently in advance for a full photo search for SAM sites, it will be the first time in history they have done so. If OSA fails to live up to the complete letter and spirit of the Director's instructions the question might arise as to where were the inspectors while all this was going on? What I have in mind specifically is that the IG survey team

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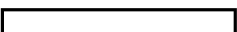

should arrange discreetly to be notified when OSA is cranking up the next Tackle flight and we should monitor the operational support requirements levied on NPIC. Hopefully no deficiencies would occur, but if they do we might be expected to bring them to the attention of the Director's office in the absence of drastic improvement in the character of communications between OSA and NPIC.



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MEMORANDUM FOR: E A 

 said para 4 is not exactly
true in that it would not be the first time in history.
He said that this was done on the successful
 flight.

cm/9 Feb 65

Ref. to Chan to hold for JSE.

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FORM NO. 101 REPLACES FORM 10-101
1 AUG 54 WHICH MAY BE USED.

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